NEW WING PLANNED FOR U. S. CAPITOL

Building, Begun in 1783, to Have Extension.

Washington.—The capitol, as it stands today, is a symbol of the nation's growth. It has passed through three major stages of expansion, and is yet to be completed through extension of the central part of the east front to give it better architectural balance with the present senate and house sections.

This vast white monument, covering 153,113 square feet, embraces the first capitol of the United States, a modest, almost plain structure about 120 feet long and 100 feet wide, once large enough to accommodate the senate, the house, the Supreme court and the Library of Congress, but now too small for the court and its library.

Funds were scarce when the young government set out in 1793 to build its capitol after a design by Dr. William Thornton, calling for a domed rotunda, a portico and two wings, so it was decided to erect first only the north wing. That was completed in 1800 and congress, the court and the library moved in. "The Oven," a temporary round brick structure, was put up the next year on the site of the house wing, the permanent structure of which was not finished until 1811, three years before both wings were burned by the British. After repairs had been made, work was begun on the rotunda, and the capitol visioned by Thornton was completed in 1827.

It then proved adequate until shortly before the Civil war, when it became necessary to build the present senate and house extensions. Subsequently the library was given a building of its own, and large office buildings were erected for senators and representatives. The library and the house office building are already overcrowded.

When the senate moved into its extension in 1859, the Supreme court acquired the old senate chamber, and only recently have its members been willing to contemplate leaving that room where Webster, Clay, Calhoun, many of the great of the early republic, made history with words. A new site has been selected for a Supreme court building east of the capitol, near the Library of Congress.

Depicts Future Man as Bodily Ugly, Brainy

Philadelphia.—"A bald-headed, toothless, chinless, thin-shouldered, spindle-legged individual," was the futuristic portrait of the average person of the next generation painted for the Philadelphia Physical Education association by James E. Rogers, director of the National Physical Education Service of New York city.

But the man of the future, though he may have lost all claim to beauty, will be well equipped with brains, Mr. Rogers added.

The one way to avoid having his futuristic sketch become a reality, the speaker added, was for the present generation to return to its "natural heritage of climbing, swimming and running." He indicated that a school day lengthened to conform with the present business day, to provide a more complete recreation program and foster "educational athletics as against spectator athletics," would be a welcome step in American educational methods.

45 Days on Trail to Get to Seat in Legislature

Nome, Alaska.—State legislators who complain of over-night travel to reach the capital, have only one forty-fifth the troubles of Thomas Gaffney, representative-elect to the Alaska legislature. Gaffney is now mushing outbound from here with dogs. When he reaches Nenana behind his team he will take the government railroad to Seward. From there it is a steamer ride to Juneau. The legislature convenes at Juneau the first Tuesday in March and Gaffney calculates with 45 days start to just about make it.

London Street Is Paved With Blocks of Rubber

Washington.—The first thoroughfare to be constructed of rubber is now in use in London. Blocks consisting of rubber caps, vulcanized to a brick base, have been laid in New Bridge street, a road subjected to heavy traffic, and, according to cable reports to the Department of Commerce, have proved successful.

Famous Irish Castle Will Be Abandoned

Belfast.—A recent decision of the war office to abolish Carrickfergus castle as a military station makes very uncertain the future of one of the most historic spots in the British Isles.

The castle is situated on the shore of Belfast lough and was founded in 1128 by Sir John de Courcy, one of the Norman invaders, and was for centuries the scene of much strife between Ireland and England.

King William the Third landed there in 1690 on his way to the Boyne and some years later the French privateer Thurot was captured there.

HISTORY OF WORLD UPSET BY SPICES

Struggle for Trade Led to Great Discoveries

New York.—Spices altered the course of world history, according to Dr. H. A. Gleason, curator of the New York botanical garden.

"It can safely be said that no group of plants, large or small, has had as great historical influence as these few East Indian plants which furnish us with our now cheap and common cinnamon, cloves, nutmeg, ginger and pepper," says Doctor Gleason.

"Although they are natives of the East Indies and the Malayan archipelago, they have been known to European or oriental civilization for thousands of years.

"During all this ancient period the source of spices was unknown to the Europeans. The Egyptians and the Phoenicians obtained them from Arabian merchants, or through Bagdad, and passed them on, always at an immense profit, to the nations still farther west.

"How they obtained them is unknown, but references in Arabian Nights to fabulous and hazardous voyages to the land of spices would indicate that some sort of maritime trade to the East Indies had been developed over a thousand years ago, probably through the Persian gulf and down the coast to India.

Modern History Begins.

"The modern history of spices begins some 600 years ago with the development of Venetian commerce, and from that time on, through a span of some four centuries, the struggle between European nations for a monopoly of the spice trade was the direct and immediate cause of a series of events which have been of the utmost importance in shaping the history of civilization.

"During the height of Venetian prosperity in the Fifteenth century, its merchants obtained their spices chiefly from Alexandria, whither they were brought overland from the East by caravans. Venetian fleets distributed them to the rest of Europe and at so great a profit that the cupidity of the Portuguese was aroused. They determined to discover, if possible, a sea route to the Far East by sailing south along the coast of Africa.

"Their explorations were pushed farther and farther to the south and finally they succeeded in rounding the Cape of Good Hope, sailing up the east coast of Africa, crossing the Indian ocean and loading their ships direct from the East Indies.

"Under the leadership of Vasco Gama they entered on a career of piracy and warfare in the Far East which soon gave them the monopoly of the coveted spice trade. This they largely retained through the Sixteenth century.

"About the same time Christopher Columbus, imbued with the remarkable idea that the world was round instead of flat, set out to sail westward to the East Indies and discovered America instead. Magellan, seeking the same goal, was the first to succeed and he returned to Spain from the first circumnavigation of the world with his one remaining ship loaded with spices.

Spanish Acquire Philippines.

"The Spanish were unable to wrest the East Indies from the Portuguese, but did gain control of the Philippines, and for two centuries fleets of Spanish galleons brought back the wealth of the East across the Pacific ocean to Mexico and thence across the Atlantic to Spain.

"The Seventeenth century marked the rise of the Dutch commerce to the East Indies. They had recently freed themselves from Spain, they were excellent sailors and good fighters, and they soon won for themselves not only a monopoly of the spice trade, but also the enormous island empire which they still retain in the Far East.

"One result of this struggle of four centuries was the steady reduction in the price of spices.

"With the fabulous profits of the old trade gone, spices were no longer a cause of bloodshed, piracy, and war, and during the last century the spice industry has lost its romance and has settled down into a respectable position in the commerce of the world."

Unredeemed Currency Aids French in Road Building

Paris, France.—Good roads are being built in France out of the profits from the wear and tear on paper money.

Forty million francs of the substitute currency printed by chambers of commerce soon after the war have never been reclaimed. This was money of small denominations printed to supply small change in the days of inflation. Much of the money was lost and destroyed, some was carried away by travelers and some was presented too late for redemption.

The government ruled that part of the profit that accrued to the chambers of commerce in this manner must go to road building.

New Electric Insulator May Replace Porcelain

Leningrad.—The Academician Joffe has invented an electric insulating material which may supersede porcelain and other present high-voltage insulators. A piece one-twentieth of a millimeter in thickness, he announced, successfully resists a 60,000-volt charge. The maximum resistance of rubber insulators is about 1,000 volts.

MAY MARK SITE OF MAN'S FIRST FLIGHT

Plan to Commemorate Feat of Wright Brothers.

Washington.—A bill has been introduced in congress to provide for the erection of a monument at Kill Devil hill, Kitty Hawk, N. C., to commemorate the first time in history that man flew in a power-driven machine. This was the flight of the Wright brothers on December 17, 1903.

The site of the flight, where it is proposed to erect the monument, is on one of the "banks" of North Carolina, the narrow spits of sand that run along the coast of the state, ten to forty miles off the mainland—naked wastes that seem worlds away from the United States. A bulletin from the Washington (D. C.) headquarters of the National Geographic society based on a communication from Melville Chater describes this region.

A Graveyard for Ships.

"In motoring across the Hatteras banks from the sound to the ocean front, we had entered the greatest wreck area on the Atlantic coast," says the bulletin. "For 12 hours we passed the skeletons of what had once been ships, now blanched victims of the sea and sand, their upstanding ribs resembling files of gravestones, their forests of protruding spikes being the grisly grass of the desertlike expanse. At one point we counted 14 wrecks within 100 yards.

"Offshore lay here a careened schooner, there a crazily tilted steam freighter, the waves' white teeth gnawing at their sides in advance of the northeaster which would fling these great hulks into their last resting place among the sand dunes.

"The grim joke which says that Hatteras' chief import is wrecks haunted us throughout this 100-mile graveyard of the Atlantic.

"And now our seaward-curving beach route revealed the great apex of the banks, off which are those dreaded quicksands, the Diamond shoal. They are the more to be dreaded because off Hatteras, due to the enormous tonnage of steel hulls imbedded in the Diamond, there is a magnetic deviation sometimes amounting to 8 degrees.

"Compass correction by swinging ship—that is, laying her in different directions toward known points—was the skipper's main resource until the development of the radio and its coastal application by the United States naval communication service.

"Man's allies in this warfare against shoals and shrieking gales are Hatteras light, the Diamond Shoal light ship, and the radio compass. Since 1876 the enemy seas have eaten inland almost two miles toward the fifty-six-year-old lighthouse, whose 80,000 candle-power flare is known to passing vessels by its 48 consecutive flashes, followed by a seven-minute glow.

"The farther northward we followed the banks, the more remote and resourceless seemed the life of the people. Often it was a mere existence, as of castaways who had taken root on this two-mile width of sand bar, 40 miles offshore.

"The unchangingness of Hatteras folk is revealed in their daily usage of obsolete, often Sixteenth-century words. 'My poke' for 'my pocket,' to be 'consentable' instead of willing, to demand a kiss by saying, 'Come buss me!', and to speak of one's sweetheart as 'my may,' and of a water dog as a kelpie—all this is perfectly good Shakespeare.

"'Hit' for 'it,' the Anglo-Saxon neuter of 'he,' is as commonly found in rural North Carolina speech as in Queen Elizabeth's letters.

"When you hear 'abashed' for 'discredited' and 'abraded' for 'nauseated,' or when a mother affectionately terms her creeping baby an insect, you sense a radical vigor of language, and by the time you learn that on Hatteras molasses, like measles, is a 'them,' you begin to suspect that your early education was neglected.

"Beyond Oregon inlet we gained Nags Head, whose name celebrates those palmy days of professional wrecking when a hobbled horse with a lantern on his head was turned loose on the beach at night to lure ships to their doom.

"Farther along, towering 100 feet above the surrounding flatness, rose Kill Devil hill, the scene of the Wright brothers' flying experiments in 1900-1903. A former lighthouse keeper, his wife, and a coast guard are the sole remaining witnesses of those now historic events.

"Trust a woman for determining that, if those crazy Wright fellows wanted to waste their time and money, at least some of the material could be salvaged! The lighthouse keeper's wife had sewn the cloth on the first glider, and when the glider of 1902 was abandoned she thriftily refashioned its covering into dresses for her children.

"On December 17, 1903, the Wrights having built a motor-driven plane at their workshop under Kill Devil hill, the unexpected occurred. This is what the old coast guard told us:

"'They tossed a coin, and Wilbur won. 'Good luck!' I says as he climbed into the machine. And 'The Lord only knows!' he says. And then, just as I was telling myself that something heavier than air couldn't and never would fly, that machine rose up and flew 850 feet!'"

Motorists Pleased

Denver, Colo.—Motorists are having a fine time because of newspaper competition in giving away gasoline.

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THE TIMES-VIRGINIAN

NO 50 APPOMATTOX, VIRGINIA, THURSDAY MORNING, MARCH 10, 1927 ESTABLISHED 1892

Uniform International Sunday School Lesson

(By [illegible] D.D., Dean [illegible] Moody Bible Institute [illegible] Newspaper Union.)

Lesson for March 13

THE WORLD CHRISTIAN

[illegible]

Of Happiness

[illegible] are on the wrong [illegible] pursuit of happiness. They [illegible] consists in having and getting and being served by others. It [illegible] giving and in serving others. [illegible] Gospel Liberty.

Salvation

[illegible] is not from you, nor in [illegible] you, nor of you, but only [illegible] Christ, and of Christ, [illegible] to God is for you.—[illegible] Hall Record.

[illegible] your friend the Times-[illegible] $1.50 per year.

Southside

We all thought that Spring was here, but we had some fine ground hog weather last week.

Mrs. A. E. Coleman who has been very ill is improving, and we are glad to hear of it. All of her children have been to see her during the past week.

Miss Judy Ferguson visited her sister, Miss Anna Ferguson, who teaches James River School. She had a fine time and enjoyed her self very much.

Mrs. Tom Odor spent Tuesday evening with Mrs. A. E. Coleman.

Mr. Henry Odor, of Lynchburg is visiting his parents, Mr. and Mrs. Tom Odor.

Mr. Joel Coleman who has had a very bad foot is improving.

Mr. and Mrs. W. R. Baldwin and little son, George Ray, spent the week-end with Mrs. A. E. Coleman.

VERA

Mr. Moss Lewis, of Roanoke, spent Saturday and Sunday with his home people.

Mrs. Spurgeon Coleman spent the week-end with her daughter, Mrs. T. P. Robertson.

The Tackey Party, given in honor of Misses Mary Robertson, and Vara Morris, at the home of Mrs. T. H. Robertson, was a success, and all enjoyed it very much, Miss Lizzie Robertson and Fred Robertson won the prizes.

Mr A. B. Abbitt, of Newport News, is spending a few days here at his home, he attended the funeral of his niece, Mrs Robert Allen Covington.

Aunt Anna Fobes, a respected colored woman died at the home of her daughter, last Tuesday.

Patrick Statham lost one of his boys last week with pneumonia at Sparrows Point.

We are glad to hear Mr. Percy Reynolds is improving and we hope he will soon be out again.

STONEWALL

Miss Frances Stratton, of R. M. W. C., Lynchburg, spent Saturday night with her parents, Mr. and Mrs. J. A. Stratton.

Cards were received last week from Richmond announcing the arrival of Jaunita Elizabeth Jacobs, daughter of Mr. and Mrs. G. A. Jacobs.

Mrs. J. W. Neighbors is spending some time in Lynchburg with her son, J. W. Neighbors, Jr., and Mrs. Neighbors.

Mr. and Mrs. Walter Tanner, and daughter, and Miss Eugenia Tanner, of Hagerstown, Md., are visiting Mr. and Mrs. S. E. Anderson.

We are certainly having March weather. Deep snow last week and very cold. Farmers are progressing very slowly with their Spring work. A few are still selling tobacco.

Miss Cordelia Scruggs, of New York City, is home for a month's visit with her parents, Mr. and Mrs. S. S. Scruggs.

Elkton Hamilton, who has had a position in W. Va., since last summer, is home on a visit.

Quite a number of Stonewall people attended the burial of Mrs. Mary Green Pough, near Concord, in the Green family cemetery, Monday afternoon.

Mrs. Dunkley Gunter spent Monday in Lynchburg.

Mrs. C. M. Stratton visited her daughter, Mrs. D. A. Christian, and family, Wednesday, in Appomattox.

Mr. J. B. Taylor is improving after a severe stroke of parlysis recently.

Mrs. Owen Carson is sick with La Grippe, at the home of Mr. E. H. Carson.

"Eyes of Love" seems to be vary popular and has made a decided hit where ever shown. Wishing much success to the cast of characters. Don't fail to see it.

Mrs. Jennie Bondurant, Miss Eleanor Bondurant, Malcolm Bondurant and Mr. and Mrs Carlton Bondurant, of near Six Mile Bridge, were Sunday guests of T. A. Drinkard and family.

ROCKS NEWS

Tobie Inge returned home Feb. 26, after being in Lynchburg Hospital about 10 days. He is much better now.

Mr. and Mrs. Robert Roach, and daughter, Dora Gene, and Mr. Ernest Lowe, of Roanoke, have been visiting Mr. and Mrs. E. S. Roach and Mrs. D. R. Inge since our last "news" was seen in this paper.

Miss Lizzie Ranson, of Lynchburg, visited her sister, Miss Alice Ranson last week-end.

Mrs. Clarence Evans has double pneumonia we are sorry to say. We truly hope she'll soon be O. K.

Mr. Herman Marsh, of Lynchburg, visited his parents, Mr. and Mrs. G. T. Marsh recently.

Mrs Pocahontas Ranson has been sick but is with her grand daughter, Mrs. Evans, who is sick, Mrs. Frank Ranson is also with her.

Mr. Robert Almond, of Lynchburg, visited his parents, Mr. and Mrs. Willie Almond last week-end.

EVERGREEN

Mrs. J. J. Farrar created much excitement in our village last Sunday when she went "mule" back riding.

Misses Ella Epperly, Ethel Anderson and Tip Paulette spent the week-end at Mrs. John Dinkins.

Mr. and Mrs. J W. Davis, of Lynchburg, are visiting the latter's parents, Mrs. J. W. Dinkins.

Rev. Mr. Boggs preached a splendid sermon at the Methodist Church Sunday. A large crowd attended in spite of the bad roads.

We are sorry to report that Mrs. A. J. Harvey is no better at this writing.

We are sorry to report that Mrs. Clarence Evans and Mrs. Bettie Cralle are both ill with pneumonia.

Our village was in right much stir last week. Mr. and Mrs. E. G. Harvey moved in their new residence. Mr. Pennick Harvey has completed rooms over his store and has moved in. Mr. T. E. LeGrand has moved in Mrs. T. T. Evans' house and Mr. and Mrs. T. T. Evans have moved to Hopewell, where Mr. Evans, and son, Reed, have accepted positions.

Mrs. Jessie Staples, and daughter, Mabel, were week-end guests of her mother, Mrs. E. F. Glover.

Mr. Walker Jennings, Mr. Scruggs and Miss Lillie Harvey were Sunday guests of Miss Madian Lee.

Mrs. Lillie Harvey and daughter, Lucille, were week-end guests of Mrs. A. M. Harvey.

Mr. Omer Burnette expects to leave tomorrow for hospital, where he will undergo an operation for appendicitis.

Misses Elsie Marks, Katie Harvey, Oswal Gunter and Jimmie Evans were Sunday guests of the former's parents on Sunday.

To The Voters of Clover Hill District, Appomattox County, Va.

I announce myself as candidate for the office of Supervisor of said district. I can promise you no better service than that rendered during the year and 10 months I served you you before being turned out of my office by my enemies. If you have confidence in me and believe I made you a good supervisor I will thank you for your vote and influence. I promise if elected to use my brain and energy to reduce the high rate of taxation and not block progress, but insist upon strict economy in the expenditures of all public funds. I will endeavor to se and talk with every voter in my district, who in my judgment, I think will be necessary.

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WESTBOUND
2:01 a. m—For Cincinnati, Columbus and principal stations west of Walton. Sleepers to Columbus, Cincinnati and Chicago, Dining car.
1:13 p m—For Bristol, Columbus and Cincinnati. Parlor car to Bristol (Broiler)
[illegible] p m—Local for Roanoke. Parlor car (Broiler)
11:50 p m—For Lynchburg, Roanoke, Bristol.

EASTBOUND
4:00 a m—For Norfolk and principal intermediate stations
10:08 a m—Local for Richmond and Norfolk. Parlor car. (Broiler) to Norfolk
4:55 p m—For Richmond, Petersburg and intermediate stations. Parlor car. (Broiler) to Richmond
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873-D. If Your Heart Keeps Right. Brighten the Corner, (Rodeheaver)
15124-D. My Dixie. I Don't Reckon That Will Happen Again. (Norris & Tanner.)
15121-D. The Wreck of No. 9. The Wreck of the Royal Palm Express.
858-D. In a Little Spanish Town. Mary Lou. (Organ Solo)

Lester B. Harvey
Appomattox, Va.

Continuing

Owing to the low prices of tobacco, we will continue our Cut Price Sale to March 15th. We still have about 1200 pair shoes to offer at greatly reduced prices. Buy your summer shoes during this sale. Our entire stock included. Also, 1000 yds. Gingham, 1000 yds. Voile, 500 yds. Wash Dress Materials, 200 yds. Dress Flannel, 3000 yds. Cotton Domestics.

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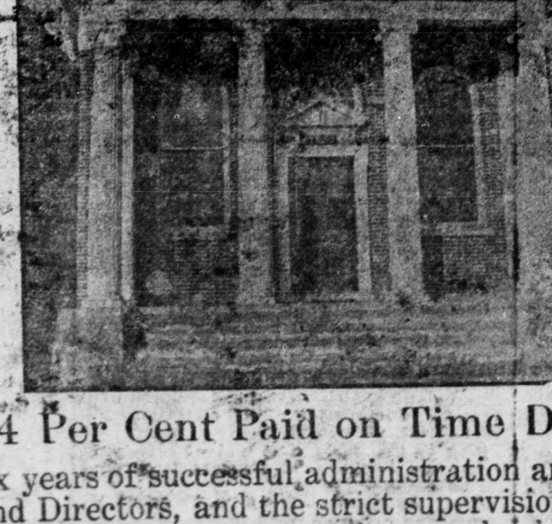

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